(iii) Allotment of imported oil upto two weeks' requirements of each unit as reserve stock for use in case of temporary disruption of supplies of imported oil.

(iv) State Trading Corporation has been advised to plan for imports and movement of imported oil continuously at regular intervals in order to have a comfortable stock position at the STC's depots throughout the country.

(v) The lifting of imported oil by the vanaspati units is closely monitored.

(vi) State Governments/Union Territories have been advised to exempt vanaspati industry from the purview of power cut/load shedding etc.

Completion of Konkan Railway Project

*253. SHRI SURESH KALMADI:
SHRI KISHOR MEHTA:

Will the Minister of RAILWAYS be pleased to state:

(a) by when the Konkan Railway Project is likely to be completed; and

(b) by when the Marathwada broad gauge line project is likely to be completed?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) The Konkan Railway Project consists of construction of a line (910 Kms.) long connecting Apta to Mangalore. It is not possible to give any target date of completion, unless the Railway Ministry get [illegible] ow the rate of allocation of funds for the Project which due to financial constraints is very limited now. So far 20.35 Kms. have been completed from Apta to Pen. Another 27 Kms. between Pen to Nagothana is expected to be completed this year leaving approx. 14 Kms. to Roha over which longer work is going on.

(b) There is MG to BG conversion work going on between Manmad to Aurangabad as part of the conversion scheme for Manmad-Parbhani-Parli-Vaijnath MG section to BG. The completion of the work here again will entirely depend on the money allocation as per priority given to this work.

The Planning Commission has already approved of the construction of a BG line between Pimpalkutti to Adilabad—conversion of MG to BG between Mudkhed to Adilabad and provision of BG line to Parli-Vaijnath. This line when completed will serve a very useful purpose in the movement of coal from Chanda Group of collieries to the cement factories on route and the power station at Parli.

Reported crisis in wagon industry

*254. SHRI SANKAR PRASAD MITRA:
SHRI KALYAN ROY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to an article which appeared in the *Indian Express* of 12th July, 1984 under the caption "Wagon industry on blind track" regarding crisis in wagon industry due to lack of orders etc.;

(b) if so, what are the details thereof;

(c) what action Government propose to take in the matter;

(d) whether the lack of orders by the Railways has led to under utilisation of capacities of wagon building units; and

(e) what steps have been taken to sort out the problems faced by the industry, with the results thereof?

THE MINISTER OF RAILWAYS (SHRI A. B. A. [illegible]I KHAN CHOUDHURY): (a) Yes, Sir.

(b) Acquisition of wagons is dependent on traffic requirements both on account of incremental traffic as well as replacement account and allocation

of funds. For the current year, funds were available only for acquiring 11,250 wagons in terms of four wheelers.

(c) Procurement of wagons will continue to be guided based on traffic-requirements and funds allocation. Attempts are being made to get more funds this year and if this additional allocation is made then the number of wagons on order will be increased to 15,000 in terms of 4-wheelers against the present order of 11,250.

(d) and (e) Even though the annual installed capacity of wagon building units in the country is stated as 26,040 wagons in terms of four wheelers, the average annual production in the last 10 years has been 11,750 wagons in terms of four wheelers. The ordering of wagons has been to the limit of allocation of funds to the Railways year by year. Due to the financial constraints the numbers ordered on the Wagon Industry is less than the capacity available in the country for wagon manufacture. All these units have by and large alternative lines of production and in the event of inadequate Railway orders for wagons, do other work by obtaining orders/export orders etc. from elsewhere.

Brand names for new Drugs

*255. SHRI ASHWANI KUMAR:
DR. MAHABIR PRASAD:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that recently there has been a sharp decline in the number of new drugs being introduced in the country owing to Government's refusal to permit the use of brand names; and

(b) whether Government propose to permit brand names for the new drugs?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (MISS KUMUDBEN M. JOSHI): (a) and (b) The entire question of granting approval to the marketing of single ingredient preparations of new drugs either under brand of generic name is *sub judice* in the Supreme Court.

New Medical Colleges in Maharashtra

*256. SHRIMATI RODA MISTRY:
SHRI S. W. DHABE:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to reply to Unstarred Question 53 given in the Rajya Sabha on the 25th July, 1984 and state:

(a) whether the Central Government have granted approval to start three private medical colleges in Maharashtra from this year on no grant basis;

(b) whether such permission has also been given by the Indian Medical Council on reference being made to it;

(c) whether any seats are reserved for the Scheduled Caste and Scheduled Tribe students in these colleges; and

(d) if so, what is their per-centage and number of such seats?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (MISS KUMUDBEN M. JOSHI): (a) and (b) No, Sir.

(c) and (d) The Government of Maharashtra have intimated that 13 and 7 per cent seats have been reserved for SCs/STs respectively, out of 20 per cent seats to be filled by the Government on merit, subject to the payment of the prescribed fee.

Superfast train between New Delhi and Visakhapatnam

*257. SHRI PARVATHANENI UPENDRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to introduce a new superfast express train from New Delhi to Visakhapatnam; and

(b) if so, what are the details thereof?